

Refine Search

Search Results -

Terms	Documents
(prohibit\$ near2 airspace) and (automatic\$ with (steer\$ or driv\$) with (aircraft or airplane or plane or vehicle))	0

Database:

US Pre-Grant Publication Full-Text Database
US Patents Full-Text Database
US OCR Full-Text Database
EPO Abstracts Database
JPO Abstracts Database
Derwent World Patents Index
IBM Technical Disclosure Bulletins

Search:

10/511,649

Refine Search

Recall Text

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Search History

DATE: Thursday, October 11, 2007 [Purge Queries](#) [Printable Copy](#) [Create Case](#)

Set
Name Query
side by
side

Hit
Count Set
Name
result
set

DB=EPAB,JPAB,DWPI; THES=ASSIGNEE; PLUR=YES; OP=OR

(prohibit\$ near2 airspace) and (automatic\$ with (steer\$ or driv\$) with (aircraft or airplane or plane or vehicle))

0

DB=PGPB,USPT,USOC,EPAB,JPAB,DWPI,TDBD; THES=ASSIGNEE; PLUR=YES; OP=OR

L7 and (automatic\$ with (steer\$ or driv\$) with (aircraft or airplane or plane or vehicle))

2

13 or 14 or 15 or 16

106

DB=PGPB,USPT; THES=ASSIGNEE; PLUR=YES; OP=OR

(5335288 | 5636123 | 5465142 | 5861846 | 5291560 | 6219376 | 5111400 |
6185430 | 6161063 | 5229764 | 4839658 | 5945926 | 20020133294 | 5008844 |
6112141 | 6021156 | 4782450 | 5179377 | 5259025 | 5872540 | 6408180 |
5442556 | 6133867 | 5872526 | 5268963 | 5886666 | 5363453 | 5936552 |
6225890 | 4817432 | 5483601 | 4914733 | 5420582 | 5230025 | 6239743 |

43

6411806 | 4224669 | 5883586 | 6385513 | 5222152 | 6058135 | 5280527 |
6151497)! [PN]

DB=PGPB,USPT,DWPI; THES=ASSIGNEE; PLUR=YES; OP=OR

L5 ("20030182060" | "20030055540" | "6201482" | "3899662" | "6675095" | "DE
19609613A" | "US20030182060A" | "US 6675095B" | "US20030055540A" |
"JP411290016A" | "US 3899662A") [ABPN1,NRPN,PN] 11 L5

*DB=PGPB,USPT,USOC,EPAB,JPAB,DWPI,TDBD; THES=ASSIGNEE; PLUR=YES;
OP=OR*

L4 12 11 L4

DB=PGPB,USPT,DWPI; THES=ASSIGNEE; PLUR=YES; OP=OR

L3 ("20030182060" | "20030055540" | "6201482" | "3899662" | "6675095" | "DE
19609613A" | "US20030182060A" | "US 6675095B" | "US20030055540A" |
"JP411290016A" | "US 3899662A") [URPN] 52 L3

*DB=PGPB,USPT,USOC,EPAB,JPAB,DWPI,TDBD; THES=ASSIGNEE; PLUR=YES;
OP=OR*

L2 L1 or 20030182060 or 3899662.pn. or 6675095.pn. 11 L2

L1 20030055540 or 6201482.pn. 4 L1

END OF SEARCH HISTORY



Search Results

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Results for "(prohibit* <sentence> airspace) <and> (automatic* <paragraph> (steer* <or> ..."

Your search matched **0** documents.



A maximum of **100** results are displayed, **25** to a page, sorted by **Relevance** in **Descending** order.

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Modify Search

(prohibit* <sentence> airspace) <and> (automatic* <paragraph> (steer* <or> driv*))



☐ Check to search only within this results set

Display Format: ☒ Citation ☐ Citation & Abstract

» **Key**

IEEE JNL IEEE Journal or Magazine

IET JNL IET Journal or Magazine

IEEE CNF IEEE Conference Proceeding

IET CNF IET Conference Proceeding

IEEE STD IEEE Standard

No results were found.

Please edit your search criteria and try again. Refer to the Help pages if you need assistance.



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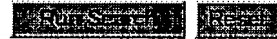
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Thu, 11 Oct 2007, 9:09:37 PM EST

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Search Query Display

10/511,649



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- Add a query to the Search Query Display
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Recent Search Queries

- #1 (prohibit* <sentence> ~air space~) <and> (automatic* <sentence> (steer* <or> driv*) <sentence> (aircraft* <or> ~air plane~ <or> plane* <or> vehicle*)) <in> pdfdata
- #2 (prohibit* <sentence> air space) <and> (automatic* <sentence> (steer* <or> driv*) <sentence> (aircraft* <or> air plane <or> plane* <or> vehicle*)) <in> pdfdata
- #3 (~prohibit airspace~) <and> (automatic* <sentence> (steer* <or> driv*)) <in> pdfdata
- #4 (prohibit airspace) <and> (automatic* <paragraph> (steer* <or> driv*)) <in> pdfdata
- #5 (prohibit airspace) <and> (automatic* <paragraph> (steer* <or> driv*)) <in> pdfdata
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- #7 (prohibit* <sentence> airspace) <and> (automatic* <paragraph> (steer* <or> driv*)) <in> pdfdata



Hit List

First Hit

Your wildcard search against 10000 terms has yielded the results below.

Your result set for the last L# is incomplete.

The probable cause is use of unlimited truncation. Revise your search strategy to use limited truncation.

Clear	Generate Collection	Print	Fwd Refs	Bkwd Refs
Generate OACS				

Search Results - Record(s) 1 through 2 of 2 returned.

☐ 1. Document ID: US 7110866 B1

L8: Entry 1 of 2

File: USPT

Sep 19, 2006

US-PAT-NO: 7110866

DOCUMENT-IDENTIFIER: US 7110866 B1

TITLE: Security enhanced automatic pilot system for air vehicles

Full	Title	Citation	Front	Review	Classification	Date	Reference	Claims	PubC	Drawings
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☐ 2. Document ID: US 7035721 B2

L8: Entry 2 of 2

File: USPT

Apr 25, 2006

US-PAT-NO: 7035721

DOCUMENT-IDENTIFIER: US 7035721 B2

TITLE: Remotely controlling a servant aircraft

PRIOR-PUBLICATION:

DOC-ID

DATE

US 20040220706 A1

November 4, 2004

Full	Title	Citation	Front	Review	Classification	Date	Reference	Claims	PubC	Drawings
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Clear	Generate Collection	Print	Fwd Refs	Bkwd Refs	Generate OACS
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Terms	Documents
L7 and (automatic\$ with (steer\$ or driv\$) with (aircraft or airplane or plane or vehicle))	2

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L1: Entry 1 of 4

File: PGPB

Mar 20, 2003

PGPUB-DOCUMENT-NUMBER: 20030055540

PGPUB-FILING-TYPE: new

DOCUMENT-IDENTIFIER: US 20030055540 A1

TITLE: Anti-terrorism aircraft flight control system

PUBLICATION-DATE: March 20, 2003

INVENTOR-INFORMATION:

NAME	CITY	STATE	COUNTRY
Hansen, James K.	Fairfax	VA	US

APPL-NO: 09/956217 [PALM]

DATE FILED: September 20, 2001

INT-CL-PUBLISHED: [07] G06F 17/00

INT-CL-CURRENT:

TYPE	IPC	DATE
CIPP	<u>B64 D 45/00</u>	20060101

US-CL-PUBLISHED: 701/3; 701/14, 701/11

US-CL-CURRENT: 701/3; 701/11, 701/14

REPRESENTATIVE-FIGURES: 1

ABSTRACT:

The invention disclosed herein is a computerized control system for aircraft which will prevent catastrophic damage and loss of life associated with terrorists hijacking large aircraft and using them as flying bombs to destroy buildings, military bases and government installations, and to kill people. The system works stand-alone or with existing aircraft equipment to monitor aircraft position, velocity, and acceleration and give warnings to the pilot and to authorities when an aircraft enters a prohibited airspace. The system further incorporates an override system which will take control of an aircraft which has entered or is about to enter a designated prohibited three-dimensional area. It also includes a code-entered override, which can be transmitted to the pilot via radio, in the event that the aircraft is damaged and must land in a prohibited area such as at a military base.

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L1: Entry 3 of 4

File: DWPI

Mar 20, 2003

DERWENT-ACC-NO: 2003-429861

DERWENT-WEEK: 200340

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TITLE: Tamper-proof computerized control system for commercial aircraft, controls aircraft entering prohibited flying area, and warning pilot, by monitoring aircraft position, velocity, acceleration

INVENTOR: HANSEN, J K

PATENT-ASSIGNEE: HANSEN J K (HANSI)

PRIORITY-DATA: 2001US-0956217 (September 20, 2001)

Search Selected

Search ALL

Clear

PATENT-FAMILY:

PUB-NO	PUB-DATE	LANGUAGE	PAGES	MAIN-IPC
<input type="checkbox"/> <u>US 20030055540 A1</u>	March 20, 2003		005	G06F017/00

APPLICATION-DATA:

PUB-NO	APPL-DATE	APPL-NO	DESCRIPTOR
US20030055540A1	September 20, 2001	2001US-0956217	

INT-CL (IPC): G06F 17/00

ABSTRACTED-PUB-NO: US20030055540A

BASIC-ABSTRACT:

NOVELTY - A database (12) stores the prohibited flying areas as three-dimensional data. A control unit controls an aircraft (11), when the aircraft is judged to be entering the prohibited flying area. The global positioning sensors (13) monitor the aircraft position, velocity, acceleration, and warn the pilot and ground authorities, when the aircraft undergoes erratic or unsafe flight maneuvers.

USE - For controlling commercial aircraft.

ADVANTAGE - Damage and loss of life associated with terrorists hijacking is prevented. The aircraft is actively controlled away from no-fly zones. Prevents the pilot from plummeting their aircraft into sensitive areas.

DESCRIPTION OF DRAWING(S) - The figure shows a plan view of the aircraft.

aircraft 11

database 12

global positioning sensor 13

ABSTRACTED-PUB-NO: US20030055540A
EQUIVALENT-ABSTRACTS:

CHOSEN-DRAWING: Dwg.1/2

DERWENT-CLASS: T01 W06

EPI-CODES: T01-J07D1; W06-A03A5C; W06-A03A5E; W06-B01A5; W06-B01B1; W06-B02E;

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L1: Entry 4 of 4

File: DWPI

Feb 21, 2006

DERWENT-ACC-NO: 1997-458662

DERWENT-WEEK: 200617

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TITLE: Identification of collision risk and avoidance in aircraft - calculating probability of collision to determine safe air space in relation to other aircraft

INVENTOR: SCHIEFELE, J; SCHULZE, R ; VON VIEBAHN, H ; VIEBAHN, H ; VIEBAHN, H V

PATENT-ASSIGNEE: VDO LUFTFAHRTGERAETE WERK GMBH (VDOT)

PRIORITY-DATA: 1996DE-1009613 (March 12, 1996)

PATENT-FAMILY:

PUB-NO	PUB-DATE	LANGUAGE	PAGES	MAIN-IPC
<input type="checkbox"/> CA 2247042 C	February 21, 2006	E	000	G08G005/00
<input type="checkbox"/> DE 19609613 A1	September 18, 1997		022	B64D045/00
<input type="checkbox"/> WO 9734276 A1	September 18, 1997	G	049	G08G005/04
<input type="checkbox"/> EP 886847 A1	December 30, 1998	G	000	G08G005/04
<input type="checkbox"/> EP 886847 B1	December 22, 1999	G	000	G08G005/04
<input type="checkbox"/> DE 59700894 G	January 27, 2000		000	G08G005/04
<input type="checkbox"/> US 6201482 B1	March 13, 2001		000	G08G005/04

DESIGNATED-STATES: CA US AT BE CH DE DK ES FI FR GB GR IE IT LU MC NL PT SE DE FR
GB IT DE FR GB IT

CITED-DOCUMENTS:EP 674299; FR 2716028 ; US 5045860 ; WO 9528650

APPLICATION-DATA:

PUB-NO	APPL-DATE	APPL-NO	DESCRIPTOR
CA 2247042C	March 7, 1997	1997CA-2247042	
CA 2247042C	March 7, 1997	1997WO-DE00484	
CA 2247042C		WO 9734276	Based on
DE 19609613A1	March 12, 1996	1996DE-1009613	
WO 9734276A1	March 7, 1997	1997WO-DE00484	
EP 886847A1	March 7, 1997	1997EP-0919267	
EP 886847A1	March 7, 1997	1997WO-DE00484	
EP 886847A1		WO 9734276	Based on

EP 886847B1	March 7, 1997	1997EP-0919267	
EP 886847B1	March 7, 1997	1997WO-DE00484	
EP 886847B1		WO 9734276	Based on
DE 59700894G	March 7, 1997	1997DE-0500894	
DE 59700894G	March 7, 1997	1997EP-0919267	
DE 59700894G	March 7, 1997	1997WO-DE00484	
DE 59700894G		EP 886847	Based on
DE 59700894G		WO 9734276	Based on
US 6201482B1	March 7, 1997	1997WO-DE00484	
US 6201482B1	January 11, 1999	1999US-0142817	
US 6201482B1		WO 9734276	Based on

INT-CL (IPC): B64D 45/00; G01S 5/00; G08G 5/00; G08G 5/04

ABSTRACTED-PUB-NO: DE 19609613A
BASIC-ABSTRACT:

The aircraft collision avoidance method is based upon defined air space for each aircraft that defines a zero probability region. The system has a navigation system (21) that receives input from a satellite global positioning system ,GPS, and provides altitude and flight condition data.

The data is received by a main computer (24) linked to a transponder (25) to exchange data with other aircraft and ground stations. Cartographical data is provided by a data base (27). A display (30) shows current position in relation to other aircraft air space.

ADVANTAGE - Improved safety.

ABSTRACTED-PUB-NO: EP 886847B
EQUIVALENT-ABSTRACTS:

The aircraft collision avoidance method is based upon defined air space for each aircraft that defines a zero probability region. The system has a navigation system (21) that receives input from a satellite global positioning system ,GPS, and provides altitude and flight condition data.

The data is received by a main computer (24) linked to a transponder (25) to exchange data with other aircraft and ground stations. Cartographical data is provided by a data base (27). A display (30) shows current position in relation to other aircraft air space.

ADVANTAGE - Improved safety.

US 6201482B

The aircraft collision avoidance method is based upon defined air space for each aircraft that defines a zero probability region. The system has a navigation system (21) that receives input from a satellite global positioning system ,GPS, and provides altitude and flight condition data.

The data is received by a main computer (24) linked to a transponder (25) to exchange data with other aircraft and ground stations. Cartographical data is provided by a data base (27). A display (30) shows current position in relation to

other aircraft air space.

ADVANTAGE - Improved safety.

CHOSEN-DRAWING: Dwg.1/11

DERWENT-CLASS: Q25 W06

EPI-CODES: W06-A03A5; W06-B01B1; W06-B02E;

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L1: Entry 4 of 4

File: DWPI

Feb 21, 2006

DERWENT-ACC-NO: 1997-458662

DERWENT-WEEK: 200617

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TITLE: Identification of collision risk and avoidance in aircraft - calculating probability of collision to determine safe air space in relation to other aircraft

INVENTOR: SCHIEFELE, J; SCHULZE, R ; VON VIEBAHN, H ; VIEBAHN, H ; VIEBAHN, H V

PATENT-ASSIGNEE: VDO LUFTFAHRTGERAETE WERK GMBH (VDOT)

PRIORITY-DATA: 1996DE-1009613 (March 12, 1996)

Search Selected

Search ALL

Clear

PATENT-FAMILY:

PUB-NO	PUB-DATE	LANGUAGE	PAGES	MAIN-IPC
<input type="checkbox"/> CA 2247042 C	February 21, 2006	E	000	G08G005/00
<input type="checkbox"/> DE 19609613 A1	September 18, 1997		022	B64D045/00
<input type="checkbox"/> WO 9734276 A1	September 18, 1997	G	049	G08G005/04
<input type="checkbox"/> EP 886847 A1	December 30, 1998	G	000	G08G005/04
<input type="checkbox"/> EP 886847 B1	December 22, 1999	G	000	G08G005/04
<input type="checkbox"/> DE 59700894 G	January 27, 2000		000	G08G005/04
<input type="checkbox"/> US 6201482 B1	March 13, 2001		000	G08G005/04

DESIGNATED-STATES: CA US AT BE CH DE DK ES FI FR GB GR IE IT LU MC NL PT SE DE FR
GB IT DE FR GB IT

CITED-DOCUMENTS:EP 674299; FR 2716028 ; US 5045860 ; WO 9528650

APPLICATION-DATA:

PUB-NO	APPL-DATE	APPL-NO	DESCRIPTOR
CA 2247042C	March 7, 1997	1997CA-2247042	
CA 2247042C	March 7, 1997	1997WO-DE00484	
CA 2247042C		WO 9734276	Based on
DE 19609613A1	March 12, 1996	1996DE-1009613	
WO 9734276A1	March 7, 1997	1997WO-DE00484	
EP 886847A1	March 7, 1997	1997EP-0919267	
EP 886847A1	March 7, 1997	1997WO-DE00484	
EP 886847A1		WO 9734276	Based on

EP 886847B1	March 7, 1997	1997EP-0919267	
EP 886847B1	March 7, 1997	1997WO-DE00484	
EP 886847B1		WO 9734276	Based on
DE 59700894G	March 7, 1997	1997DE-0500894	
DE 59700894G	March 7, 1997	1997EP-0919267	
DE 59700894G	March 7, 1997	1997WO-DE00484	
DE 59700894G		EP 886847	Based on
DE 59700894G		WO 9734276	Based on
US 6201482B1	March 7, 1997	1997WO-DE00484	
US 6201482B1	January 11, 1999	1999US-0142817	
US 6201482B1		WO 9734276	Based on

INT-CL (IPC): B64D 45/00; G01S 5/00; G08G 5/00; G08G 5/04

ABSTRACTED-PUB-NO: DE 19609613A

BASIC-ABSTRACT:

The aircraft collision avoidance method is based upon defined air space for each aircraft that defines a zero probability region. The system has a navigation system (21) that receives input from a satellite global positioning system ,GPS, and provides altitude and flight condition data.

The data is received by a main computer (24) linked to a transponder (25) to exchange data with other aircraft and ground stations. Cartographical data is provided by a data base (27). A display (30) shows current position in relation to other aircraft air space.

ADVANTAGE - Improved safety.

ABSTRACTED-PUB-NO: EP 886847B

EQUIVALENT-ABSTRACTS:

The aircraft collision avoidance method is based upon defined air space for each aircraft that defines a zero probability region. The system has a navigation system (21) that receives input from a satellite global positioning system ,GPS, and provides altitude and flight condition data.

The data is received by a main computer (24) linked to a transponder (25) to exchange data with other aircraft and ground stations. Cartographical data is provided by a data base (27). A display (30) shows current position in relation to other aircraft air space.

ADVANTAGE - Improved safety.

US 6201482B

The aircraft collision avoidance method is based upon defined air space for each aircraft that defines a zero probability region. The system has a navigation system (21) that receives input from a satellite global positioning system ,GPS, and provides altitude and flight condition data.

The data is received by a main computer (24) linked to a transponder (25) to exchange data with other aircraft and ground stations. Cartographical data is provided by a data base (27). A display (30) shows current position in relation to

other aircraft air space.

ADVANTAGE - Improved safety.

CHOSEN-DRAWING: Dwg.1/11

DERWENT-CLASS: Q25 W06

EPI-CODES: W06-A03A5; W06-B01B1; W06-B02E;

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L8: Entry 1 of 2

File: USPT

Sep 19, 2006

US-PAT-NO: 7110866

DOCUMENT-IDENTIFIER: US 7110866 B1

TITLE: Security enhanced automatic pilot system for air vehicles

DATE-ISSUED: September 19, 2006

INVENTOR-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY
Dutu; Julius Vivant	Boca Raton	FL	33496	US

APPL-NO: 10/709268 [\[PALM\]](#)

DATE FILED: April 26, 2004

INT-CL-ISSUED:

TYPE	IPC	DATE	IPC-OLD
IPCP	G08B13/00	20060101	G08B013/00
IPCS	G05D1/00	20060101	G05D001/00
IPCS	G05D3/00	20060101	G05D003/00
IPCS	G06F7/00	20060101	G06F007/00
IPCS	G06F17/00	20060101	G06F017/00

INT-CL-CURRENT:

TYPE	IPC	DATE
CIPS	<u>G05</u> <u>D</u> <u>1/00</u>	20060101
CIPS	<u>G05</u> <u>D</u> <u>3/00</u>	20060101
CIPS	<u>G06</u> <u>F</u> <u>17/00</u>	20060101
CIPS	<u>G06</u> <u>F</u> <u>7/00</u>	20060101
CIPP	<u>G08</u> <u>B</u> <u>13/00</u>	20060101

US-CL-ISSUED: 701/11; 340/574, 701/2, 701/3, 701/23

US-CL-CURRENT: 701/11; 340/574, 701/2, 701/23, 701/3

FIELD-OF-CLASSIFICATION-SEARCH: 701/2-3, 701/11, 701/35, 701/301, 701/200, 701/14, 244/118.5, 244/75R, 340/945, 340/540, 340/573.1, 340/574, 340/426.24, 380/258
See application file for complete search history.

PRIOR-ART-DISCLOSED:

U.S. PATENT DOCUMENTS

Search Selected

Search ALL

Clear

PAT-NO	ISSUE-DATE	PATENTEE-NAME	US-CL
<input type="checkbox"/> <u>5067674</u>	November 1991	Heyche et al.	244/190
<input type="checkbox"/> <u>5479162</u>	December 1995	Barger et al.	340/945
<input type="checkbox"/> <u>5933098</u>	August 1999	Haxton	
<input type="checkbox"/> <u>5938706</u>	August 1999	Feldman	701/32
<input type="checkbox"/> <u>6087942</u>	July 2000	Sleichter et al.	340/576
<input type="checkbox"/> <u>6311272</u>	October 2001	Gressel	713/186
<input type="checkbox"/> <u>6348877</u>	February 2002	Berstis et al.	340/980
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<input type="checkbox"/> <u>6691956</u>	February 2004	Waterman	244/189
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<input type="checkbox"/> <u>6739556</u>	May 2004	Langston	244/189
<input type="checkbox"/> <u>6810310</u>	October 2004	McBain	701/3
<input type="checkbox"/> <u>6842672</u>	January 2005	Straub et al.	701/3
<input type="checkbox"/> <u>6904341</u>	June 2005	Kish et al.	701/21
<input type="checkbox"/> <u>2002/0133294</u>	September 2002	Farmakis et al.	701/301
<input type="checkbox"/> <u>2003/0034902</u>	February 2003	Dickau	340/945
<input type="checkbox"/> <u>2003/0055540</u>	March 2003	Hansen	701/3
<input type="checkbox"/> <u>2003/0062447</u>	April 2003	Condina et al.	244/118.5
<input type="checkbox"/> <u>2003/0093187</u>	May 2003	Walker	701/1
<input type="checkbox"/> <u>2003/0174049</u>	September 2003	Beigel et al.	340/10.42
<input type="checkbox"/> <u>2003/0225486</u>	December 2003	Mardirossian	701/3
<input type="checkbox"/> <u>2004/0056770</u>	March 2004	Metcalf	340/574
<input type="checkbox"/> <u>2005/0001711</u>	January 2005	Doughty et al.	340/5.74

OTHER PUBLICATIONS

Akwagyiram, Britons visiting US face new visa hurdle, , from Evening Standard (London), Jan. 8, 2004, 2 pages. cited by examiner

Buncombe, Passport to America: US orders fingerprint checks of visitors, The Independent (London) Jan. 6, 2004, 2 pages. cited by examiner

Holstege, Port terror-ready--on paper, Oakland Tribune, Sep. 10, 2003, 3 pages. cited by examiner

Various subjects about aircraft hijacking from <http://www.answers.com/>, 14 pages. cited by examiner

ART-UNIT: 3661

PRIMARY-EXAMINER: Nguyen; Cuong

ATTY-AGENT-FIRM: Polley, P.A.; Daniel S.

ABSTRACT:

A security enhanced automatic pilot system for an air vehicle. Upon a change of trajectory for an air vehicle during flight, the pilot is requested to confirm the change in trajectory. Through the placement of the pilot's finger on a fingerprint sensor, messages can be sent regarding the reason for the trajectory change. A first finger can represent a normal message, whereas a second message can represent a security message. Where a security message is sent, the automatic pilot system can automatically direct the air vehicle to a predetermined flight path.

16 Claims, 3 Drawing figures

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L8: Entry 1 of 2

File: USPT

Sep 19, 2006

DOCUMENT-IDENTIFIER: US 7110866 B1

TITLE: Security enhanced automatic pilot system for air vehicles

Brief Summary Text (13):

A hijacker, terrorist or other unauthorized individual who takes over command of the air vehicle may try to change the expected or current trajectory, which as mentioned above causes the system to request authentication or confirmation from the pilot that a non-emergency or non-security situation exist and that the pilot intentionally changed the trajectory for some other non-security reason (i.e. weather, etc.). If a non-security confirmation is provided by the pilot or other designated individual (e.g. co-pilot, stewardess, air marshall, etc.), then the automatic pilot system does not get involved and does not direct or steer the air vehicle to the Virtual Tunnel.

Brief Summary Text (17):

In this elaborate scenario, for a validation of a defined meaning, the system can be configured such that all three times a finger is placed on the reader, the same finger must be placed. Other number finger place times or requirements can be used and are considered within the scope of the invention. Where a normal (first finger placed three times) indication is provided by the pilot, operation remains as is conventionally practiced and the automatic pilot system does not take control and does not steer the air vehicle to the Virtual Tunnel. However, where an emergency (second or third finger placed three times) indication is provided by the pilot, the automatic pilot system is configured to automatically engage or activate to take over control of the air vehicle and direct the air vehicle for travel or flight along the Virtual Tunnel.

US Reference Patent Number (11):

6675095

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L8: Entry 2 of 2

File: USPT

Apr 25, 2006

US-PAT-NO: 7035721

DOCUMENT-IDENTIFIER: US 7035721 B2

TITLE: Remotely controlling a servant aircraft

DATE-ISSUED: April 25, 2006

PRIOR-PUBLICATION:

DOC-ID

DATE

US 20040220706 A1

November 4, 2004

INVENTOR-INFORMATION:

NAME

CITY

STATE

ZIP CODE

COUNTRY

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East Hampton

NY

11937

US

APPL-NO: 10/754752 [\[PALM\]](#)

DATE FILED: January 9, 2004

RELATED-US-APPL-DATA:

continuation-in-part parent-doc US 10302363 00 20021121 US 6738694 A child-doc US 10754752

continuation-in-part parent-doc US 10245619 00 20020917 ABANDONED child-doc US 10302363

INT-CL-ISSUED:

TYPE IPC

DATE

IPC-OLD

IPCP G06F17/00

20060101

G06F017/00

INT-CL-CURRENT:

TYPE IPC

DATE

CIPP [G06](#) [F](#) [17/00](#) 20060101

US-CL-ISSUED: 701/9; 701/2, 701/3, 701/11, 340/945, 455/527

US-CL-CURRENT: [701/9](#); [340/945](#), [455/527](#), [701/11](#), [701/2](#), [701/3](#)

FIELD-OF-CLASSIFICATION-SEARCH: 701/2, 701/3, 701/4, 701/9, 701/10, 701/11, 701/302, 340/945, 340/963, 342/29, 342/32, 342/36, 342/357.08, 455/431, 455/521, 455/517, 455/519, 455/527

See application file for complete search history.

PRIOR-ART-DISCLOSED:

U.S. PATENT DOCUMENTS

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<input type="checkbox"/>	PAT-NO	ISSUE-DATE	PATENTEE-NAME	US-CL
<input type="checkbox"/>	<u>3992613</u>	November 1976	Blatchford	244/3.14
<input type="checkbox"/>	<u>5493309</u>	February 1996	Bjornholt	342/455
<input type="checkbox"/>	<u>5515287</u>	May 1996	Hakoyama et al.	701/301
<input type="checkbox"/>	<u>5983715</u>	November 1999	Nakajima	73/146.2
<input type="checkbox"/>	<u>6133867</u>	October 2000	Eberwine et al.	342/29
<input type="checkbox"/>	<u>6185430</u>	February 2001	Yee et al.	455/519
<input type="checkbox"/>	<u>6275773</u>	August 2001	Lemelson et al.	701/301
<input type="checkbox"/>	<u>6314366</u>	November 2001	Farmakis et al.	701/201
<input type="checkbox"/>	<u>6392692</u>	May 2002	Monroe	348/143
<input type="checkbox"/>	<u>6456941</u>	September 2002	Gutierrez	701/301
<input type="checkbox"/>	<u>6531978</u>	March 2003	Tran	342/29
<input type="checkbox"/>	<u>6675095</u>	January 2004	Bird et al.	701/301
<input type="checkbox"/>	<u>2003/0016159</u>	January 2003	Stayton et al.	342/30
<input type="checkbox"/>	<u>2003/0055540</u>	March 2003	Hansen	701/3

ART-UNIT: 3661

PRIMARY-EXAMINER: Nguyen; Tan Q.

ATTY-AGENT-FIRM: Tencza, Jr.; Walter J.

ABSTRACT:

A remote control signal, such as a signal from a GPS satellite or from an escort aircraft, is received at a servant aircraft. If the remote control signal is valid and is a landing remote control signal, the processor causes the landing of the servant aircraft. The processor may cause a crash landing or a landing at an airport.

17 Claims, 11 Drawing figures

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L8: Entry 2 of 2

File: USPT

Apr 25, 2006

DOCUMENT-IDENTIFIER: US 7035721 B2

TITLE: Remotely controlling a servant aircraft

PRIOR-PUBLICATION:

DOC-ID

DATE

US 20040220706 A1

November 4, 2004

Description Paragraph (28):

Any one of receivers 26, 112, or 402, and/or transmitters 24, 114, and 404 may be, or may be replaced by a combination transmitter/receiver or transceiver such as a TACAN transceiver (TACAN stands for Tactical Air Navigation System) which may provide both receiving and transmitting functions. TACAN type signals may be emitted by the off limits facility 12, for example, which may be in the form of azimuth signals which can be used by the processor 26 to steer the aircraft 20 via flight control device 28 (or automatic pilot which may be part of flight control device 28) to a preselected altitude and speed profile away from the off limits facility 12. U.S. Pat. No. 3,992,613 deals with the processing of such azimuth signals and is incorporated by reference herein. U.S. Pat. No. 6,314,366 is also incorporated by reference herein.

US Reference Patent Number (12):

6675095

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